Call Meeting to Order
Jeff Preston, NCITE President called the meeting to order at 12:23 pm. Lunch and networking preceded the meeting.

Introductions
All attendees introduced themselves, stated their employer and NCITE involvement and answered the question “Given the cold weather, where would you rather be right now?” Fifty-six people were in attendance. Responses were as follows:

Key West Fishing    Fort Myers Florida    MN United game
California          Golfing in Arizona    Sunday
Hawaii (8)          Laughlin Nevada    Florida (4)
Salt Lake City      Dominican Republic  Weekend
Atlanta for Super Bowl  Montego Bay    Cruise
Tampa Florida       Cruise and Vegas    Cancun
Mexico (2)          India               Happy to be here
Napa Valley         Here with you      Costa Rica
Above 0-degrees (2) Cross Country Skiing  Retired
Warm                El Paso            Caribbean Cruise
Texas                Maui               Playing Golf
Louisiana           with Family       San Diego (2)
Beach with cigar and drink  Aruba      Las Vegas
Saudi Arabia        Greece            Warmer Weather
Austin TX (not MN)   

Presentation
Jeff introduced Phil Kulis who introduced Jason Staebell, Darwin Yasis, and Nick Turner who presented on the 2018 ASCE Minnesota Report Card, the presentation is attached to these minutes. Highlights include:

- This is the first Infrastructure report card that has been completed in Minnesota.
- Infrastructure grades are as follows:
  - Aviation = B
  - Bridges = C
  - Dams = C
  - Drinking Water = C-
  - Energy = C
  - Ports = C+
  - Roads = D+
• Transit = C-
• Wastewater = C
• Cumulative GPA = C

• The average driver spends 41 hours in traffic.
• The Twin Cities hosts 5 of the works 100 trucking bottlenecks in the United States:
  o I-94 @ US 52
  o I-35W @ I-494
  o I-35W @ I-4
  o I-35E @ I-94
  o I-35W @ I-694

• Minnesota has the 5th most miles of roadways in the United States but has the 22nd highest motor fuels tax.
• In 2010 cable median barrier in Minnesota averaged 5 hits/mile.
• More information can be found at www.MnReportCard.com

4. Adjourn
   Jeff thanked the speaker and adjourned the meeting.

Respectfully submitted,

Kevin Peterson
2019 Secretary
February 7, 2019
NCITE Meeting

Jason Staebell
Nick Turner
Darwin Yasis

January 31, 2018
How we get to a grade?

Capacity
Condition
Funding
Future Need
Operation and Maintenance
Public Safety
Resilience
Innovation
I-35W bridge collapse illuminated the state of our bridge infrastructure

- 19,776 bridges in Minnesota
- 5.4% of bridges in Minnesota are structurally deficient
- Due to congestion, a number of interchanges in the Twin Cities will need to be upgraded soon
- $5.4 billion is needed in funding over the next 20 years
  Only $3.22 billion has been identified
Minnesota Annual Bridge Needs and Funding (Millions of Dollars)

- State Highway System: $180
- Local Highway System: $100
- Parks & Trails: $20

NUMBER OF BRIDGES ELIGIBLE FOR FEDERAL FUNDING (1,380)

- Rehabilitation or Replacement: 880, 64%
- Rehabilitation Only: 500, 36%
RAISE THE GRADE (C)

• Provide a reliable funding stream for bridges

• Identify a source of dedicated funding for Park and Trail bridges

• Perform research on the state and local bridge systems to identify the “sweet spot” for investments in:
  • Operation and maintenance
  • Minor projects with deck overlays
  • Major rehabilitation projects
  • Total bridge replacements
Minnesota has the 5th highest number of public roadway miles in the U.S. (140,000 miles)

The Minnesota State Highway Investment Plan (MnSHIP) estimated that roads are underfunded by $17.7 billion over the next 20 years

Current primary funding sources are fuel, registration, and vehicle sales tax

Congestion is a major problem in the Twin Cities

The average driver spends 41 hours in traffic, averaging a cost of $1,332/driver or $2.3 billion
• Minnesota has nearly 140,000 miles of roadway

>50 Trips from L.A. to New York

16% Urban

~116,000 miles of rural roadway

Fatality rate on urban MN roads = 0.29 per 100 million vehicle miles
Fatality rate on rural MN roads = 1.12 per 100 million vehicle miles
• State owned trunk highway system is 12,000 miles
  • 13% Interstate
  • 41% NHS Highways
  • 46% Non-NHS Highways

<table>
<thead>
<tr>
<th>HIGHWAY SYSTEM</th>
<th>2017 CONDITION (% POOR)</th>
<th>MNDOT TARGET (% POOR)</th>
<th>10-YEAR EXPECTED OUTCOME (% POOR)</th>
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<tbody>
<tr>
<td>Interstate</td>
<td>1.1</td>
<td>≤2</td>
<td>5.3</td>
</tr>
<tr>
<td>Other-NHS</td>
<td>1.7</td>
<td>≤4</td>
<td>6.8</td>
</tr>
<tr>
<td>Non-NHS</td>
<td>4.4</td>
<td>≤10</td>
<td>9.1</td>
</tr>
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The Twin Cities is the 17th worst level of congestion for urban areas in the United States. The average driver spends 41 hours in traffic, averaging a cost of $1,332/ driver or $2.3 billion.

The Twin Cities hosts 5 of the worst 100 trucking bottlenecks in the United States. Only Houston and Atlanta have more.

- I-94 at US 52
- I-35W at I-494
- I-35W at I-94
- I-35E at I-94
- I-35W at I-694
From the 2017 MnSHIP report (20-year plan, excluding bridges)
- Projected Investment = $18.7 billion
- Investment need = $36.4 billion
- Unfunded shortfall = $17.7 billion
- Annual funding gap = $885 million

From the 2013 MnSHIP report (20-year plan, excluding bridges)
- Unfunded shortfall = $13.9 billion
- Annual funding gap = $695 million

Minnesota has the 5th most miles of roadways in the United States
Minnesota has the 22nd highest motor fuels tax in the United States
Maintenance costs have seen increases. Salt has increased in cost 235% since 2001.

Maintenance crews have seen increased demands. In 2010 cable median barrier in Minnesota averaged 5 hits/mile.
RAISE THE GRADE (D+)

• Solidify an increased dedicated funding source to close the funding gap

• Index revenue sources to inflation to create a more long-term funding source

• Promote innovative practices that reduce cost

• State and local agencies should seek out public-private partnerships
• Annually, 111 million rides in MN are delivered on public transit
  • 99 million in the Metro Area
  • 12 million in Greater MN

• 61 transit systems in the state
  • 56 systems in Greater MN

• $450 million is needed over the next 5 years to keep our current system working
  • $5 billion over the next 20 years

• Current funding levels are not sufficient to maintain our system
FIGURE 1: CY 2015 RIDERSHIP (IN MILLIONS)

- Total: 111
- Greater MN Other: 4.2
- Greater MN Urban: 8
- Twin Cities Other: 3.8
- Opt-Outs: 5.1
- Metro Mobility: 2.1
- Commuter Rail: 0.7
- LRT: 23
- BRT: 0.3
- Met Council Bus: 64
FIGURE 2: GREATER MINNESOTA TRANSIT OPERATING BUDGET (2017)
### TABLE 2: GREATER MINNESOTA PUBLIC TRANSIT ANNUAL OPERATING COST, 2010-2015

| SYSTEM                      | 2010       | 2011       | 2012       | 2013       | 2014       | 2015       | % CHANGE  
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<tr>
<td>Urbanized</td>
<td></td>
<td></td>
<td></td>
<td>$28,737,075</td>
<td>$30,219,815</td>
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<td>34.0%</td>
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<td>ADA-</td>
<td>$4,475,654</td>
<td>$4,739,045</td>
<td>$4,702,382</td>
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<td>$5,281,240</td>
<td>$6,098,096</td>
<td>36.3%</td>
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<tr>
<td>Small Urban *</td>
<td>$4,317,571</td>
<td>$4,549,283</td>
<td>$3,904,818</td>
<td>$2,565,824</td>
<td>$2,238,184</td>
<td>$2,134,513</td>
<td>-50.6%</td>
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<tr>
<td>Rural</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>41.4%</td>
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<tr>
<td>Transit For Our Future</td>
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<td></td>
<td></td>
<td>$278,798</td>
<td>$784,613</td>
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<td>Other Transit Services</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>$470,581</td>
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<tr>
<td>Greater Minnesota</td>
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<td></td>
<td></td>
<td>$68,261,171</td>
<td>$74,751,238</td>
<td>$79,102,247</td>
<td>35.2%</td>
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*Greater Mankato Transit System, previously a small urban system, was reclassified as an urbanized system in 2013. Source: MnDOT Transit Report 2011-2016

Transit operating cost per hour in the Twin Cities Metro Area, when adjusted for inflation, increased 6.9% between 2011 and 2015, compared to 1% for peer regions.
RAISE THE GRADE (C-)

• Establish a sustainable funding sources for public transit similar to how the gas tax funds roads and bridges

• Adequately fund maintenance of transit vehicles and facilities to keep systems in a state of good repair and improve life cycle costs

• Increase access to transit in urban, suburban, and rural communities so that citizens have better transportation choices

• Continue developing comprehensive transportation plans to address transit needs in urban, suburban, and rural communities in Minnesota
CONTACT

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